This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

+ *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.

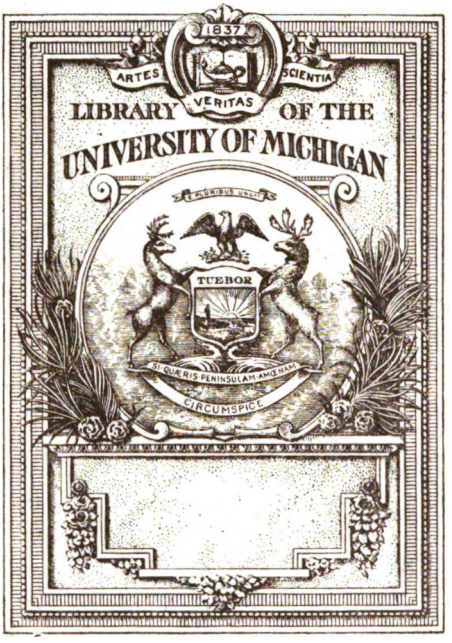
+ *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.

+ *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.

+ *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at `http://books.google.com/`



Digitized by Google

HE
2241
.U482
1907

Digitized by Google

Digitized by Google

CLASSIFICATION

OF

LOCOMOTIVE-MILES, CAR-MILES, AND TRAIN-MILES

AS PRESCRIBED BY THE

U.S. INTERSTATE COMMERCE COMMISSION

IN ACCORDANCE WITH

SECTION 20 OF THE ACT TO REGULATE COMMERCE

FIRST ISSUE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1907

Digitized by Google

Digitized by Google

I.C.C. 1900

THE INTERSTATE COMMERCE COMMISSION.

Hon. MARTIN A. KNAPP, *of New York, Chairman.*
Hon. JUDSON C. CLEMENTS, *of Georgia.*
Hon. CHARLES A. PROUTY, *of Vermont.*
Hon. FRANCIS M. COCKRELL, *of Missouri.*
Hon. FRANKLIN K. LANE, *of California.*
Hon. EDGAR E. CLARK, *of Iowa.*
Hon. JAMES S. HARLAN, *of Illinois.*

EDWARD A. MOSELEY, *Secretary.*

Reclass. 5-28-30 A.V.M.

198874

Digitized by Google

Digitized by Google

At a General Session of the INTERSTATE COMMERCE COMMISSION, Held at its Office in Washington, D. C., on the 3d Day of June, 1907.

Present:

Hon. MARTIN A. KNAPP, Chairman,
Hon. JUDSON C. CLEMENTS,
Hon. CHARLES A. PROUTY,
Hon. FRANCIS M. COCKRELL,
Hon. FRANKLIN K. LANE,
Hon. EDGAR E. CLARK,
Hon. JAMES S. HARLAN,
} Commissioners.

The subject of a Uniform System of Accounts to be prescribed for and kept by carriers being under consideration, the following order was entered:

It is ordered, That the Classification of Locomotive-Miles, Car-Miles, and Train-Miles and the text pertaining thereto, prepared under the direction of this Commission by Henry C. Adams, in charge of Statistics and Accounts, and embodied in printed form to be hereafter known as First Issue, a copy of which is now before this Commission, be, and the same is hereby, approved; that a copy thereof duly authenticated by the Secretary of the Commission be filed in its archives, and a second copy thereof, in like manner authenticated, in the office of the Division of Statistics and Accounts; and that each of said copies so authenticated and filed shall be deemed an original record thereof.

Digitized by Google

It is further ordered, That the said Classification of Locomotive-Miles, Car-Miles, and Train-Miles with the text pertaining thereto be, and is hereby, prescribed for the use of carriers by rail (exclusive of electric railways) subject to the provisions of the act to regulate commerce as amended June 29, 1906, in the keeping and recording of the miles made by locomotives, cars, and trains; that each and every such carrier and each and every receiver or operating trustee of any such carrier be required to keep all mileage accounts in conformity therewith; and that a copy of such First Issue be sent to each and every such carrier and to each and every receiver or operating trustee of any such carrier.

It is further ordered, That the rules contained in said First Issue of the Classification of Locomotive-Miles, Car-Miles, and Train-Miles are, and by virtue of this order do become, the lawful rules according to which the said mileage accounts are defined; and that each and every person directly in charge of the accounts of any such carrier or of any receiver or operating trustee of any such carrier is hereby required to see to, and under the law is responsible for, the correct application of the said rules in the keeping and recording of the mileage accounts of any such carrier; and that it shall be unlawful for any such carrier or for any receiver or operating trustee of any such carrier or for any person directly in charge of the accounts of any such carrier or of any receiver or operating trustee of any such carrier to keep any account or record or memorandum of any mileage item except in the manner and form in said First Issue set forth and hereby prescribed, and except as hereinafter authorized.

It is further ordered, That any such carrier or any receiver or operating trustee of any such carrier may sub-

Digitized by Google

divide any mileage account in said First Issue established as may be required for the purposes of any such carrier or of any receiver or operating trustee of any such carrier; or may make assignment of the total mileage made by locomotives, cars, or trains to operating divisions, to its individual lines, or to States: *Provided, however*, That a list of such assignments made by any such carrier or by any receiver or operating trustee of any such carrier be first filed in the office of the Division of Statistics and Accounts of this Commission subject to disapproval by the Commission.

It is further ordered, That in order that the basis of comparison between the fiscal year ending June 30, 1908, and previous years be not destroyed, any such carrier or any receiver or operating trustee of any such carrier may, during the twelve months ending June 30, 1908, keep and maintain, in addition to the mileage accounts hereby prescribed, such portion or portions of its present accounts with respect to locomotive-miles, car-miles, or train-miles as may be deemed desirable by any such carrier, or by any receiver or operating trustee thereof, for the purposes of such comparison; or, during the same period, may maintain such groupings of the mileage accounts hereby prescribed as may be desired for that purpose.

It is further ordered, That any such carrier or any receiver or operating trustee of any such carrier may, in addition to the mileage accounts hereby prescribed, keep any temporary or experimental accounts the purpose of which is to develop the efficiency of operations: *Provided, however*, That such temporary or experimental accounts shall not impair the integrity of any of the mileage accounts hereby prescribed; and that any such temporary or experimental accounts shall be open to inspection by the Commission.

Digitized by Google

It is further ordered, That July 1, 1907, be, and is hereby, fixed as the date on which said First Issue shall become effective.

EDW. A. MOSELEY,
Secretary.

A true copy:
EDW. A. MOSELEY,
Secretary.
[L. S.]

Digitized by Google

INTRODUCTORY LETTER.

INTERSTATE COMMERCE COMMISSION,
DIVISION OF STATISTICS AND ACCOUNTS,
Washington, June 3, 1907.

TO CARRIERS:

This Classification of Locomotive-Miles, Car-Miles, and Train-Miles, with the text pertaining thereto, is issued in accordance with an order of the Interstate Commerce Commission, a copy of which will be found immediately preceding this letter. The rules which the Classification contains should be observed by carriers in the adjustment of all entries in operating expense, in operating revenue, or in any other accounts kept by them to which the rules pertain.

The Classification here promulgated was worked out at a conference with accredited representatives of the American Railway Association and of the Association of American Railway Accounting Officers, and, with a few minor exceptions, embodies the recommendations submitted by them. It may be proper to say that the arbitrary of six miles per hour for switching locomotives is accepted temporarily, pending an investigation the purpose of which is to determine whether or not this arbitrary conforms to the facts. This investigation will be undertaken by the Division of Statistics and Accounts in cooperation with a Subcommittee of the Committee on Statistical Inquiry of the American Railway Association.

HENRY C. ADAMS,
In charge of Statistics and Accounts.

3968—07——2

Digitized by Google

Digitized by Google

CONTENTS.

	Page.
I. Classification of Locomotive-Miles	12
Revenue Service:	
Freight locomotive-miles	12
Passenger locomotive-miles	12
Mixed locomotive-miles	13
Special locomotive-miles	13
Switching locomotive-miles	14
Nonrevenue Service locomotive-miles	14
II. Classification of Car-Miles	15
Revenue Service:	
Freight car-miles	15
Loaded	15
Empty	15
Caboose	15
Passenger car-miles	15
Passenger	15
Sleeping, Parlor, and Observation	15
Other Passenger-Train Cars	15
Special car-miles	15
Freight—Loaded	15
Freight—Empty	15
Caboose	15
Passenger	15
Sleeping, Parlor, and Observation	15
Other Passenger-Train Cars	15
Nonrevenue Service car-miles	15
III. Classification of Train-Miles	16
Revenue Service:	
Freight train-miles	16
Passenger train-miles	16
Mixed train-miles	16
Special train-miles	16
Nonrevenue Service train-miles	17

Digitized by Google

TEXT OF CLASSIFICATION OF LOCOMOTIVE-MILES.

REVENUE SERVICE.

FREIGHT LOCOMOTIVE-MILES—

Includes miles run by locomotives between terminals or stations with freight trains, also, miles run by locomotives between terminals or stations, with or without cabooses, going for or returning from this service; miles run by locomotives while assisting freight trains either as pushers or double-headers; miles run while hauling the second cut of a freight train doubled over grades; miles run light by locomotives going to or returning from assisting freight trains, as pushers or double-headers; miles run light returning to train after having hauled the first cut of a freight train doubled over grades; miles run light by locomotive of a freight train to and from the next coaling station or water tank for coal or water; miles run light to pick up or assist a freight train at stations between train terminals; miles run to pick up and haul dead freight-train locomotives into terminals; also, miles run by locomotives coming from or going to enginehouses or turntables from freight-train service; *provided*, no miles be allowed for this latter service if the distance be one-half mile or less in one direction.

PASSENGER LOCOMOTIVE-MILES—

Includes miles run by locomotives between terminals or stations with passenger, mail, and express trains, also, miles run by locomotives going for or returning from this service; miles run by locomotives while assisting passenger, mail, and express trains either as pushers or double-headers; miles run light by locomotives going to or returning from assisting passenger trains, as pushers or double-headers; miles run light by locomotive of a passenger train to and from the next coaling station or water tank for coal or water; miles run light to pick up or assist a passenger train at stations between train terminals; miles run to pick up and haul dead passenger-train locomotives into terminals; also, miles run by locomotives coming from or going to enginehouses or turntables from passenger-train service; *provided*, no miles be allowed for this latter service if the distance be one-half mile or less in one direction.

Digitized by Google

MIXED LOCOMOTIVE-MILES—

Includes miles run by locomotives between terminals or stations with mixed trains, also, miles run by locomotives between terminals or stations, with or without cabooses or passenger-train cars, going for or returning from this service; miles run by locomotives while assisting mixed trains, either as pushers or double-headers; miles run while hauling the second cut of a mixed train doubled over grades; miles run light by locomotives going to or returning from assisting mixed trains, as pushers or double-headers; miles run light returning to train after having hauled the first cut of a mixed train doubled over grades; miles run light by mixed-train locomotive to and from the next coaling station or water tank for coal or water; miles run light to pick up or assist a mixed train at stations between train terminals; miles run to pick up and haul dead locomotives from mixed trains into terminals; also, miles run by locomotives coming from or going to enginehouses or turntables from mixed-train service; *provided*, no miles be allowed for this latter service if the distance be one-half mile or less in one direction.

SPECIAL LOCOMOTIVE-MILES—

Includes miles run by locomotives in special revenue service, such as locomotives hauling chartered trains, paid for either on the basis of a rate per mile run or a lump sum for the train; circus and theatrical trains run under contracts calling for payments of specified amounts for transportation between designated stations; chartered trains for the Federal or State Governments, carrying troops, munitions of war, camp outfits, etc.; miles run while assisting special-service trains, either as pushers or double-headers; miles run while hauling the second cut of a special-service train doubled over grades; miles run by locomotives between terminals or stations, with or without cabooses or passenger-train cars, going for or returning from special service; miles run light by locomotives going to or returning from assisting special-service trains, as pushers or double-headers; miles run light returning to train after having hauled the first cut of a special-service train doubled over grades; miles run light by locomotive of special-service train to and from the next coaling station or water tank for coal or water; miles run light to pick up or assist a special-service train at stations between train terminals; miles run to pick up and haul dead locomotives from special-service trains into terminals; also, miles run by locomotives coming from or going to enginehouses or turntables from special service; *provided*, no miles be

Digitized by Google

allowed for this latter service if the distance be one-half mile or less in one direction.

SWITCHING LOCOMOTIVE-MILES—

Includes miles allowed to locomotives while switching in yards (but not at shops for shop purposes), and allowed to train locomotives for performing switching service at terminals or way stations.

NOTE A.—Switching miles should be computed at the rate of 6 miles per hour for the actual time engaged in such service in excess of one hour at any one station.

NOTE B.—Miles run by switching locomotives helping trains out of terminals as well as miles run light returning to the yard after such service should be treated as "Freight," "Passenger," etc., according to the class of the train helped.

NONREVENUE SERVICE LOCOMOTIVE-MILES.

Includes miles run by locomotives in the different classes of service described under "Nonrevenue Service Train-Miles," and, in addition, trial trips of locomotives, to be computed as follows:

(*a*) In case of trains of the freight class or of the passenger class and trial trips of locomotives, locomotive-miles should be the actual miles run by the locomotives.

(*b*) In case of trains of the work class the following rules should be applied: When orders are given to a work train to run to a certain point, to work between certain limits and return, the actual time-card mileage should be allowed between points named in the running order and, in addition, 6 miles per hour for time held between working limits. Work locomotives employed for switching at shops for shop purposes, for spotting cars in gravel pits, working with pile drivers, etc., should be allowed a mileage of 6 miles per hour for the actual time in service.

RULES FOR COMPUTING LOCOMOTIVE-MILES.

1. All locomotive-miles made in hauling trains, except in helping and work-train service, should be based on the actual distance run between terminals, to be computed from the official time table or distance table, as prescribed for train-miles.

2. Helping miles of locomotives should be based on the actual distance made with trains in helping service or in doubling hills.

3. Work-train locomotive-miles should be computed according to the rules prescribed for work-train miles.

4. Light locomotive-miles should be based on the actual distance locomotives run light, or with only a caboose, for the entire distance between terminals.

Digitized by Google

TEXT OF CLASSIFICATION OF CAR-MILES.

REVENUE SERVICE.

FREIGHT CAR-MILES.

Loaded—

Includes miles run by all loaded freight cars in freight service.

Empty—

Includes miles run by all empty freight cars in freight service.

Caboose—

Includes miles run by caboose cars in freight service.

PASSENGER CAR-MILES.

Passenger—

Includes miles run by home and foreign passenger cars, combinations of passenger and baggage, passenger and mail, and passenger and express cars, chair, and club cars, either in service or deadhead.

Sleeping, Parlor, and Observation—

Includes miles run by home and foreign sleeping, parlor, and observation cars, either in service or deadhead.

Other Passenger-Train Cars—

Includes miles run by home and foreign dining, café, and other cars devoted exclusively to the serving of meals or other refreshments; by home and foreign baggage, combination baggage and express, and combinations of baggage, mail, postal, and express cars; by home and foreign mail, postal, and express cars; also by milk cars in passenger trains; either in service or deadhead.

SPECIAL CAR-MILES.

Freight, loaded—

Freight, empty—

Caboose—

Passenger—

Sleeping, Parlor, and Observation—

Other Passenger-Train Cars—

Includes miles run by the foregoing cars under their appropriate classes, in special revenue service as defined in the Classification of Train-Miles.

NONREVENUE SERVICE CAR-MILES.

Includes miles run by cars in nonrevenue trains as defined in the Classification of Train-Miles.

Digitized by Google

TEXT OF CLASSIFICATION OF TRAIN-MILES.

REVENUE SERVICE.

FREIGHT TRAIN-MILES.

Includes miles run by revenue-earning trains to transport freight, which do not regularly include a car or cars devoted exclusively or principally to revenue passenger business; also miles run by trains consisting of empty freight cars and of trains consisting of a locomotive and a caboose running light between terminal stations on account of unbalanced traffic or other causes. When milk, express, baggage, or other cars are hauled in a freight train, their earnings should be classed as freight earnings and the miles of the train should be considered as freight train-miles. Freight trains that regularly haul no passenger-service equipment, but transport passengers in a caboose should be classed as freight trains, as should also freight trains temporarily using a passenger car in place of a caboose.

PASSENGER TRAIN-MILES.

Includes miles run by revenue-earning trains to transport passengers, baggage, mail, and express, also miles run by trains consisting of deadhead passenger equipment. When one or more cars other than regular passenger-train cars, such as milk cars, cabooses deadheaded back, etc., are hauled in a passenger train, the miles run by that train should be considered as passenger train-miles.

MIXED TRAIN-MILES.

Includes miles run by revenue-earning trains to transport both passengers and freight in cars, each of which is devoted exclusively to either passenger business or freight business.

SPECIAL TRAIN-MILES.

Includes miles run by revenue-earning trains, such as chartered trains, paid for either on the basis of a rate per mile run or a lump sum for the train; circus and theatrical trains run under contracts calling for payment of specified amounts for transportation between designated stations; chartered trains for the Federal or State Governments carrying troops, munitions of war, camp outfits, etc.

Digitized by Google

NONREVENUE SERVICE TRAIN-MILES.

Includes miles run by trains which are not revenue producing, such as:

(*a*) Of the Passenger Class: Pay-trains, official trains, inspection trains for Railway Commissioners, special trains run to convey fire apparatus for use in saving the company's property from destruction by fire, and trains run to convey employees to and from work;

(*b*) Of the Freight Class: Material and supply trains; and

(*c*) Of the Work Class: Construction trains, trains hauling gravel or other ballast, or engaged in bank widening, ballasting, and other maintenance work; wrecking trains, repair trains, snowplows, and flangers.

RULES FOR COMPUTING TRAIN-MILES.

1. Revenue Train-Miles should be based on the actual distance run between terminals and computed from the official time-table or distance table, the same as passenger-miles, ton-miles, and car-miles.

2. Revenue passenger trains and revenue mixed trains may incidentally carry private cars, official cars, work or service cars, or cars of related classes; and revenue freight trains may incidentally carry cars containing railway material and supplies, or other freight which does not earn revenue; but whole trains of such cars should be regarded as nonrevenue trains and classed accordingly.

3. Nonrevenue Train-Miles should be based on the actual distance run between terminals. When work trains are run between terminals and not ordered to work at some specified point or within specified working limits, the actual miles run should be allowed to them, the same as to any other class of trains. When ordered to run to a certain point to work at that point or within specified working limits, the actual miles made while under running orders should be allowed to them, and in addition an arbitrary mileage of 6 miles per hour for the time working at the point or within the working limits named.

4. Each train and each section of a train run by a separate train crew should be considered a separate train, whether hauled by one or more locomotives for either the whole distance or a part of the distance between the train terminals. There should be nothing added to this distance to cover running from enginehouse to terminal, doubling hills, running for water, switching or other work at way stations, or for the service of helper or pusher locomotives or the extra locomotives on double or triple head trains.

5. Mileage of trains detoured over foreign roads when hauled by the locomotives and handled by the crews of the home company should

Digitized by Google

be computed on the basis of miles actually run and classified by the detouring line in its train mileage in accordance with the service performed.

A true copy:

EDW. A. MOSELEY,
Secretary.

[L. S.]

O

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google